6. MONITORING PROGRAM AND TRANSPORTATION MODELING

The monitoring program addresses several CMP requirements. It provides information on the current traffic levels of service, identifies system deficiencies and the need for deficiency plans, and establishes the framework for determining local jurisdiction conformance with the CMP. The annual modeling conducted as part of the CMP is also discussed in this chapter.

6.A LEGAL REQUIREMENTS

California Government Code Section 65089.3 states the following requirements for the CMP monitoring program:

> "The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on State highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:
>
> (a) Consistency with levels of service standards, except as provided in Section 65089.4.
>
> (b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.
>
> (c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

6.A.1 DETERMINATION OF NON-CONFORMANCE

The procedure for and penalties associated with a determination of nonconformance are stated in Government Code Section 65089.5:

> "(a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in

writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.
(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.
(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes."

6.A.2 MODELING AND DATA BASE

Modeling and data requirements of the CMP are addressed in Government Code Section 65089(c):

> "The agency, in consultation with the regional agency, cities, and the county shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency."

6.B BENEFITS OF THE MONITORING PROGRAM

The monitoring program has the following benefits:

- Establishes responsibility for monitoring of transportation system performance.

- Provides information to support cost-effective programming decisions.
- Provides data to support the analyses conducted as part of the CMP.
- Provides a systematic process for identifying system deficiencies.
- Provides some of the data needed for development of deficiency plans, including information on causes of deteriorating system performance.
- Provides an opportunity for local jurisdictions to submit findings in support of the determination of conformance with the CMP.

6.C IMPLICATIONS OF THE MONITORING PROGRAM

The monitoring program is both the principal source of data for use in characterizing the performance of the transportation system, and the primary enforcement mechanism for the CMP. As indicated in State law, the CMA is required to determine whether local jurisdictions are conforming to the program by maintaining the designated levels of service or adoption and implementation of deficiency plans, and by adoption and implementation of the program to analyze the impacts of land use decisions on the regional transportation system. Under the CMP for San Bernardino County, local jurisdictions and Caltrans are responsible for collecting and submitting data to the CMA on levels of service on the CMP network. Local jurisdictions are responsible for data collection and level of service calculations on local streets and roads. Caltrans is responsible for collecting and reporting data in accordance with this chapter on State Highways within San Bernardino County. The CMA documents this information in the biennial CMP update.

Under Government Code Section 65089.3(a), local jurisdictions are obligated to maintain the level of service at or above the designated standards on the regional transportation system (i.e., CMP network). If the level of service at an intersection or a segment on the CMP system of roads drops below the CMP level of service standard, local jurisdictions must prepare, adopt, and implement a deficiency plan.

A deficiency plan is the mechanism for addressing the deficiency, either by a facility improvement that elevates the level of service to a condition equal to or better than the CMP level of service standard for that intersection or segment, or by implementing strategies that will measurably improve the performance of the system and contribute to significant improvements in air quality. The deficiency plan is prepared jointly and adopted individually by each local jurisdiction found to have contributed to the cause of the deficiency, as a condition of conformance with the CMP (Government Code Section 65089.4, refer to Chapter 8 of the 1997 CMP update). The local jurisdiction where the deficiency was identified is lead agency in preparation of a multijurisdictional deficiency plan.

It is important to note how other components of the CMP interact with the monitoring program. The Land Use/Transportation Analysis Program requires individual development projects to be analyzed for impacts on the CMP system and to develop a plan

for mitigating those impacts. In addition, the annual modeling for the CMP forecasts future deficiencies, so that they can be avoided or addressed through areawide deficiency plans based on the Comprehensive Transportation Plan (CTP) for San Bernardino County. With the preparation of areawide deficiency plans, the Land Use/Transportation Analysis element of the CMP will fulfill additional monitoring functions to supply data needed to phase deficiency plan implementation in accordance with growth. These concepts are discussed in more detail in Chapter 4 (Land Use/Transportation Analysis Program) and Chapter 8 (Deficiency Plans).

6.D OBJECTIVES, POLICIES, AND ACTIONS

The objectives of the monitoring program in San Bernardino County are:

Objective 6.1 Existing operational evaluation - Provide an assessment of existing congestion levels on the CMP network.

Policy 6.1.1 - Provide data and level of service analyses sufficient to evaluate the current operation of the CMP highway network and to determine changes in network operation from year to year.

Action Conduct traffic counts and LOS analysis on an annual basis according to the plan established in this chapter of the CMP.

RESPONSIBILITY: Local jurisdictions for local streets and roads; Caltrans for the State Highway system, including freeways, conventional highways, ramps, and ramp intersections.

SCHEDULE: Annually. Counts to be conducted by end of March each year; LOS analyses to be submitted to the CMA by end of April each year.

Policy 6.1.2 - Provide a cost-effective balance between the amount of data collection and analysis conducted and the resources available. Give priority in analysis to those intersections that have levels of service within one letter grade of the standard.

Action Conduct intersection turning movement counts annually on those intersections within one LOS of the standard. For other key intersections, conduct intersection turning movement counts a minimum of once every three years, except in high growth areas where counts should be conducted more frequently.

RESPONSIBILITY: Local jurisdictions and Caltrans.

SCHEDULE: Annually. Counts to be conducted by end of March each year; LOS analyses to be submitted to the CMA by end of April each year.

Action For those segments potentially identified as deficient (LOS drops below the standard), conduct travel time runs to confirm the deficiency.

RESPONSIBILITY: Local jurisdictions and Caltrans.

SCHEDULE: Annually. Data to be collected by end of April each year; and submitted to the CMA.

Objective 6.2 Estimate the extent and location of future deficiencies on the CMP network.

Policy 6.2.1 - Provide the capability to systematically forecast traffic volumes, LOS deficiencies, and multimodal system performance on the CMP network.

Action Maintain the CMP (CTP) model to produce annual forecasts on the CMP network and other components of the multimodal transportation system.

RESPONSIBILITY: SCAG and the CMA.

SCHEDULE: Annually. Draft forecasts prepared by end of March. Ongoing model maintenance and updating.

Action Predict future deficiencies through the annual modeling process and ensure that they are addressed through existing or new deficiency plans.

RESPONSIBILITY: SCAG and the CMA identify future deficiencies. Local agencies, the CMA, and Caltrans prepare studies to identify and fund their mitigation.

SCHEDULE: Future deficiencies identified annually by the end of March.

Action Maintain current, consistent local transportation models or utilize consistent alternative analytic methods, and utilize such models or consistent methods to analyze the impact of land use decisions, prepare deficiency plans, and perform other activities related to the CMP.

RESPONSIBILITY: Local jurisdictions.

SCHEDULE: Ongoing.

Action Review local transportation models for consistency with the CMP (CTP) model and use local model data to update and improve the CMP (CTP) model.

RESPONSIBILITY: SCAG and the CMA.

SCHEDULE: Ongoing.

Objective 6.3 Provide traffic and land use data to support comprehensive, systematic evaluations of land use changes, alternative highway improvements, and alternative transportation policy options.

Policy 6.3.1 - Maintain comprehensive, accessible transportation and land use data, both existing and forecast.

Action Maintain existing traffic count information (link and turning movement) in a set of data bases that can be easily accessed and shared with multiple agencies.

RESPONSIBILITY: Local jurisdictions for local streets and roads; Caltrans on all State Highways. Counts conducted by others are to be submitted to the maintaining agency.

SCHEDULE: Ongoing.

Action Maintain current land use data as part of ongoing local transportation modeling activities and annually provide this data to the CMA.

RESPONSIBILITY: Local jurisdictions.

SCHEDULE: Ongoing.

Objective 6.4 Establish conformance by local jurisdictions with the CMP.

Policy 6.4.1 - Fulfill legal requirements of the CMP.

Action Confirm implementation of the land use/transportation analysis program and the trip reduction and travel demand management ordinance by local agencies.

RESPONSIBILITY: CMA.

SCHEDULE: Annually by September 30.

Action Confirm the maintenance of level of service standards and the preparation of adequate deficiency plans by local jurisdictions.

RESPONSIBILITY: CMA.

SCHEDULE: Annually by September 30.

Action If local jurisdictions submit findings of conformance with the provisions of the CMP, consider the findings in conjunction with other conformity information.

RESPONSIBILITY: CMA.

SCHEDULE: Annually by September 30.

Action Assess transit system performance using measures contained in the CMP Performance Measures Element.

RESPONSIBILITY: CMA.

SCHEDULE: Annually by September 30.

6.E COMPONENTS OF THE MONITORING PROGRAM

There are several components of the monitoring program for the San Bernardino County CMP:

- Data collection
- Traffic factor development
- Level of service analysis
- Evaluation of transit performance
- CMP conformance determination

6.E.1 DATA COLLECTION

The traffic counting program for the CMP focuses on data required to assess peak hour level of service. Systematic procedures are included in the monitoring program to provide for a cost-effective approach to collecting and maintaining traffic data. Listed below are the traffic counting approaches and responsibilities for each type of roadway in the CMP network. In each case, the following are listed: the specific data requirement, responsibility, procedure, analysis, reporting, and future enhancements.

6.E.1.1 **Freeways**

1. Travel time data. Maintain travel time data during peak periods on a biannual basis.

- Responsibility: Caltrans. Caltrans District 8 has provided written commitment to provide these data in accordance with the

CMP for San Bernardino County and State law.

- Procedure: Established by Caltrans.
- Analysis: Average speed by peak hour.
- Reporting: Biannual Caltrans freeway congestion map provided to the CMA.

2. Traffic counts. Conduct manual mainline peak period traffic counts biannually at approximately 10-mile intervals. Conduct peak period turning movement counts at ramp junctions with arterial streets. Intersections at LOS D, E, or F are counted annually. Intersections at LOS C and better are counted every third year, at a minimum.
- Responsibility: Caltrans.
- Procedure: For freeway mainline, count traffic by direction. For ramp junctions, count turning movements. Count in 15-minute increments, 7 to 9 AM and 4 to 6 PM. Note directions, approaches, and time periods that have slow traffic or long queues.
- Analysis: Produce peak hour mainline ramp and intersection volumes and LOS analysis. Maintain in microcomputer data base.
- Reporting: Caltrans and CMA maintain data base. CMA reports trend data in annual CMP.
- Future enhancements: Build counting capability into future freeway traffic management system and into traffic signal equipment at key intersections.

6.E.1.2 **Urban Arterials**

1. Turning movements. Conduct peak period turning movement counts at signalized CMP intersections and other key intersections. Intersections at LOS D, E, or F in the most recent CMP are counted annually. Intersections at LOS C and better are counted a minimum of every third year, except in high growth areas where they may be counted more frequently.
- Responsibility: Caltrans for all State facilities unless local agency chooses to participate, in which case local agencies and Caltrans jointly determine responsibility.
- Procedure: Count in 15-minute increments, 7 to 9 AM and 4 to 6 PM weekdays, unless there is a mid-day or weekend peak which must also be counted. Note approaches and time periods that have long queues.
- Analysis: Produce peak hour intersection volumes and LOS analysis. Maintain in microcomputer data base.
- Reporting: Caltrans and local agencies forward data to the CMA. CMA maintains data base, and reports trend data in annual CMP.
- Future enhancements: Build counting capability into future freeway traffic management system and into traffic signal equipment at key intersections.

2. Travel Time Runs. For those segments identified by the LOS analysis as being

deficient, travel time runs should be performed to confirm the deficiency.

- Responsibility: Caltrans and local agencies jointly determine responsibility.
- Procedure: Collect a minimum of four peak hour, peak direction runs using the "floating car" method.
- Analysis: Compute average speed on section. Compare with speed in the 2000 Highway Capacity Manual for level of service.
- Reporting: Caltrans and local agencies provide data to CMA. CMA presents results in CMP.
- Future enhancements: Automated travel time data collection using regular commuters.

6.E.1.3 **Other Roadways**

1. Traffic Counts. Conduct turning movement counts at signalized key intersections and automatic machine counts on links. Link counts are to be conducted biannually at locations known or expected to be at LOS D, E, or F. Intersections at LOS D, E, or F are counted every year. Intersections at LOS C and better are counted every third year, at a minimum.

- Responsibility: Caltrans on State facilities unless local jurisdictions choose to participate; then local jurisdictions and Caltrans jointly determine responsibility. Local jurisdictions are solely responsible for local facilities.
- Procedure: For turning movement counts, count in 15-minute increments, 7 to 9 AM and 4 to 6 PM weekdays and other peak recreational hours as necessary. Note approaches and time periods that have long queues. For link counts, record volumes for two full weekdays (or a typical high-season weekend for recreational areas) by direction.
- Analysis: Produce peak hour intersection volumes and link volumes and compute LOS. Maintain in microcomputer data base.
- Reporting: Caltrans and local agencies provide data to CMA. CMA reports trend data in annual CMP.

6.E.1.4 **Traffic Factor Development**

1. Historic Traffic Growth. Factors documenting historic annual traffic growth will be maintained by Caltrans, San Bernardino County, and local jurisdictions.

- Responsibility: County-wide volume growth factors developed by Caltrans and San Bernardino County. City factors developed by the cities.
- Procedure: Caltrans and San Bernardino County to maintain permanent traffic counting stations, sampled at least one week per quarter. Cities may choose to use control stations or quarterly machine counts.

- Analysis: Annual percentage growth in traffic identified for both peak hour and daily volume.

- Reporting: Caltrans and San Bernardino County provide data to the CMA for incorporation into the annual CMP.

2. Seasonal Volume Factors. Seasonal factors will be maintained by Caltrans and San Bernardino County for any necessary countywide seasonal adjustment of volumes. Factors will be derived from permanent traffic counting stations. Local jurisdictions should develop and maintain local seasonal factors, particularly in recreational areas.

6.E.2 LEVEL OF SERVICE ANALYSIS

- Responsibility: Caltrans will conduct LOS analysis for State roadways. Local agencies will conduct LOS analysis for other CMP roadways.

- Procedure: Follow LOS procedures established in Chapter 2 of the CMP.

- Reporting: Caltrans and local agencies provide results, including computer files, to the CMA. The CMA incorporates results into CMP.

6.E.3 TRANSIT MONITORING

- Responsibility: Transit agencies annually report on transit system performance pursuant to the measures identified in the Performance Measures Element, based on review of operations.

- Procedure: Transit agencies annually transmit operational performance data to the CMA.

- Reporting: Transit agencies provide operational statistics to the CMA for publication in CMP. Operational statistics include:
  - Route map
  - Frequency of service by route and corridor
  - Ridership (total and by route for current year and prior two years)
  - Fare structure

6.E.4 CMP CONFORMANCE DETERMINATION

- Deficiency Plans. Local jurisdictions will identify LOS deficiencies in their annual monitoring. Upon completion of the Comprehensive Transportation Plan, deficiency plans are to be prepared and submitted to the CMA within one year of initial identification of a deficiency, based on monitoring, if it is located within an area not already addressed by an areawide deficiency plan.

  The CMA will review deficiency plans and hold a public hearing within 60 days of the receipt of the plan. If the CMA fails to approve the deficiency plan, the participating local jurisdictions are allowed 90 days to modify the deficiency plan or mitigate the deficiency. If the local jurisdictions do not come into conformance with the CMP within 90 days, the CMA Board is obligated to make a finding of nonconformance for all participants and

submit the finding to the California Transportation Commission and the State Controller. Guidelines for the preparation of deficiency plans will be developed for inclusion in Appendix D. If an approvable multi-jurisdictional, areawide deficiency plan is prepared and adopted by some but not all agencies identified as contributing to the impact, any jurisdictions failing to adopt the areawide deficiency plan can be found in nonconformance.

RESPONSIBILITY: Local jurisdictions prepare and adopt areawide deficiency plans, and submit them to the CMA for approval. The CMA Board renders written approval or disapproval of the deficiency plan, with an explanation of the reasons for disapproval. If the problems with the plan are not adequately addressed or remedied, the CMA submits a finding of nonconformance for all participating jurisdictions.

SCHEDULE: Following completion of the CTP, deficiency plans shall be submitted within 12 months of the identification of a deficiency. The deficiency shall be determined by monitoring, and shall be within an area not already encompassed by an areawide deficiency plan.

- Land Use/Transportation Analysis Program. Local jurisdictions are required to adopt and implement a Land Use/Transportation Analysis Program. Chapter 4 presents the program for San Bernardino County. Following the adoption of the program, local jurisdictions are required to implement its provisions. A brief annual report is to be provided to the CMA indicating the number of development projects or plans affected. The CMA will include the information in the biennial CMP update.

RESPONSIBILITY: Local jurisdictions.

SCHEDULE: Information supplied to the CMA on an ongoing basis.

6.E.5 LOCAL JURISDICTION SELF-CERTIFICATION

- Local jurisdiction findings of conformity. A local jurisdiction may, by resolution of its governing body, prepare and submit findings of conformance describing how the local jurisdiction has complied with the CMP provisions of the Government Code Section, and any other provisions of the CMP. At local jurisdiction request, the CMA shall provide local jurisdictions with available monitoring information relevant to the local jurisdiction's conformance requirements to review the monitoring information, prepare and submit the findings prior to the annual conformity review.

RESPONSIBILITY: The CMA and local jurisdictions.

SCHEDULE: Information to be supplied by the CMA by August 30, local jurisdictions provide findings by September 30.

6.F TRANSPORTATION MODELING FOR THE CMP

6.F.1 BACKGROUND

Traffic modeling capability provides several important functions in the implementation of the CMP. Four of these functions are:

- Annual forecasting of or on the CMP network for facility programming purposes.
- Forecasting in conjunction with Traffic Impact Analysis (TIA) reports.
- Forecasting for areawide deficiency plans.

Since the early 1970's, both the Southern California Association of Governments and Caltrans have conducted travel demand forecasting activities in the Los Angeles region. Until the mid 1980's, modeling was largely conducted on a region-wide scale. In 1984, an effort was conducted to separately model travel demand in Riverside and San Bernardino Counties using a derivative of the SCAG regional model entitled "RivSan". This effort was further enhanced in 1987 through an improved version of the model.

An update of the CMP model (the terms "CTP Model" or "RivSan" are occasionally used to refer to the CMP model) was completed for the Valley and Mountain portions of the county, using 1990 Census geography, a 1990 base year, refined network and zone structures, and the regional socioeconomic data forecast for the year 2015 adopted by SCAG in 1994. An update to the year 2020 planning horizon is now in progress, and an upgrade of the model to include transit is nearing completion. Model development activities have been completed in the Victor Valley, and are in progress in the Barstow and Morongo Basin areas.

Local models which have been derived from the subregional model have been or are being developed by many of the local agencies to provide more detailed local modeling capability.

Each level of model has specific applications. Neither the SCAG regional model nor the CMP model can be detailed enough to meet all the objectives of the Land Use/Transportation Analysis Program. On the other hand, local models are not designed to address regional needs. To address both scales, consistency must be established among the modeling systems and the results they produce. A document produced by SCAG entitled "Guidelines for Modeling Consistency in Riverside and San Bernardino Counties" provides a process for assessing and maintaining consistency between local models and the CMP model, while providing the flexibility for each level of model to perform its intended function. That document is available through the CMA and should be referenced to answer many of the questions on the development and execution of models.

6.F.2 TYPES OF MODELING ACTIVITIES FOR THE CMP

A summary of the modeling activities to be conducted as part of the CMP is presented below. In addition Appendix C, guidelines for preparing TIA reports, identifies several possible approaches to the development of forecasts for the Land Use/Transportation Analysis Program.

6.F.2.1 **Annual Modeling**

- Purpose: To evaluate CIP projects on the CMP network, to evaluate policy options related to the CMP, and to provide base data for other applications by local agencies, either related to their local models or independently from their local models.
- Model: CMP model.
- Responsibility: SCAG.

- Time frame: Annually and as otherwise required for special studies. Draft forecasts to be produced by the end of March.

6.F.2.2 **Modeling for the Comprehensive Transportation Plan and Areawide Deficiency Plans**

- Purpose: Evaluate transportation system needs along corridors or within given areas.
- Model: CMP model or a local model, depending on the specific application; model with mode split capability is needed in urban areas.
- Agency(ies) responsible: Local jurisdictions, Caltrans, SCAG, and/or the CMA.
- Time frame: Follow-up to annual modeling or as needed.

6.F.2.3 **Modeling for Land Use/Transportation Analysis Program**

- Purpose: Evaluate the impacts of land use decisions on the CMP network or for other local analysis purposes. Forecasting could be associated with specific development projects, general plan updates/revisions, specific plans, and other changes in land use.
- Model: Primarily local models. The CMP model is a useful alternative for analyzing certain major facilities, large development projects or changes in proposed land use, or situations where a mode choice component is needed to evaluate the potential of transit to comprise a viable alternative to capacity projects.
- Agency responsibility: Local jurisdictions or the CMA and SCAG (Note: Development of a local model is not a condition of CMP compliance. Alternative consistent analytic methods may be used for land use/transportation analyses).
- Time frame: Project-specific.

6.G SUMMARY OF RESPONSIBILITIES

CMA Responsibilities

- Coordinate meetings of the CMP Technical Advisory Committee and its subcommittees and task forces to implement the actions defined in the CMP.
- Maintain, with SCAG, the CMP model to produce annual forecasts of the CMP system.
- In coordination with SCAG, review local models for consistency with the CMP.
- With SCAG, predict future deficiencies through the annual modeling process.
- Confirm adoption and implementation of the land use/transportation analysis program and the trip reduction and travel demand management ordinance by local agencies.

- Confirm the maintenance of level of service standards and the adequacy of deficiency plans prepared by local jurisdictions.
- Confirm the reported performance of the transit system.
- Make findings of nonconformance for local agencies not complying with provisions of the CMP.
- When applicable, review local jurisdiction findings of conformance in conjunction with other conformity information.

Local Jurisdiction Responsibilities

- Conduct traffic counts and LOS analysis on an annual basis according to the plan established in this chapter of the CMP.
- For those segments potentially identified as deficient (LOS drops below the standard), local jurisdictions may conduct travel time runs to confirm the deficiency.
- Maintain current, consistent local transportation models or utilize consistent alternative analytic methods, and utilize such models or consistent methods to analyze the impact of land use decisions, prepare congestion management master plans, and other activities related to the CMP.
- Conduct intersection turning movement counts annually on those intersections within one LOS of the standard. For other key intersections, conduct intersection turning movement counts a minimum of once every three years, except where local staff ascertain that growth rates require more frequent counts.
- Maintain the traffic count information (link and turning movement) in a set of data bases that can be easily accessed and shared with multiple agencies.
- Maintain current land use data as part of ongoing local transportation modeling activities.
- Identify when segments or intersections become deficient and prepare or participate in preparation of a deficiency plan when necessary.
- Plan for the mitigation of future deficiencies using strategies developed through the CTP process and incorporated into areawide deficiency plans and Traffic Impact Analysis Reports.
- At the discretion of local jurisdictions, governing bodies submit findings of conformance to the CMA.

CALTRANS Responsibilities

- Conduct State highway traffic counts and LOS analysis on an annual basis according to the plan established in this chapter of the CMP.
- Maintain existing State highway traffic count information (link and turning movement) in a set of data bases that can be easily accessed and shared with multiple agencies.

- With local jurisdictions, plan for the mitigation of future deficiencies on State highways through the preparation of congestion management master plans.

SCAG Responsibilities

- Maintain, with the CMA, the CMP model. Produce annual forecasts on the CMP network.

- Review local models for consistency with the CMP model and use local model data to update and improve the CMP model.